

Puget Sound Region



Planning Framework – focus for transportation decisions

Subject areas:

- Plan foundations and relationships
- Plan needs – how identified, general magnitude
- Regional funding - coordination & cooperation



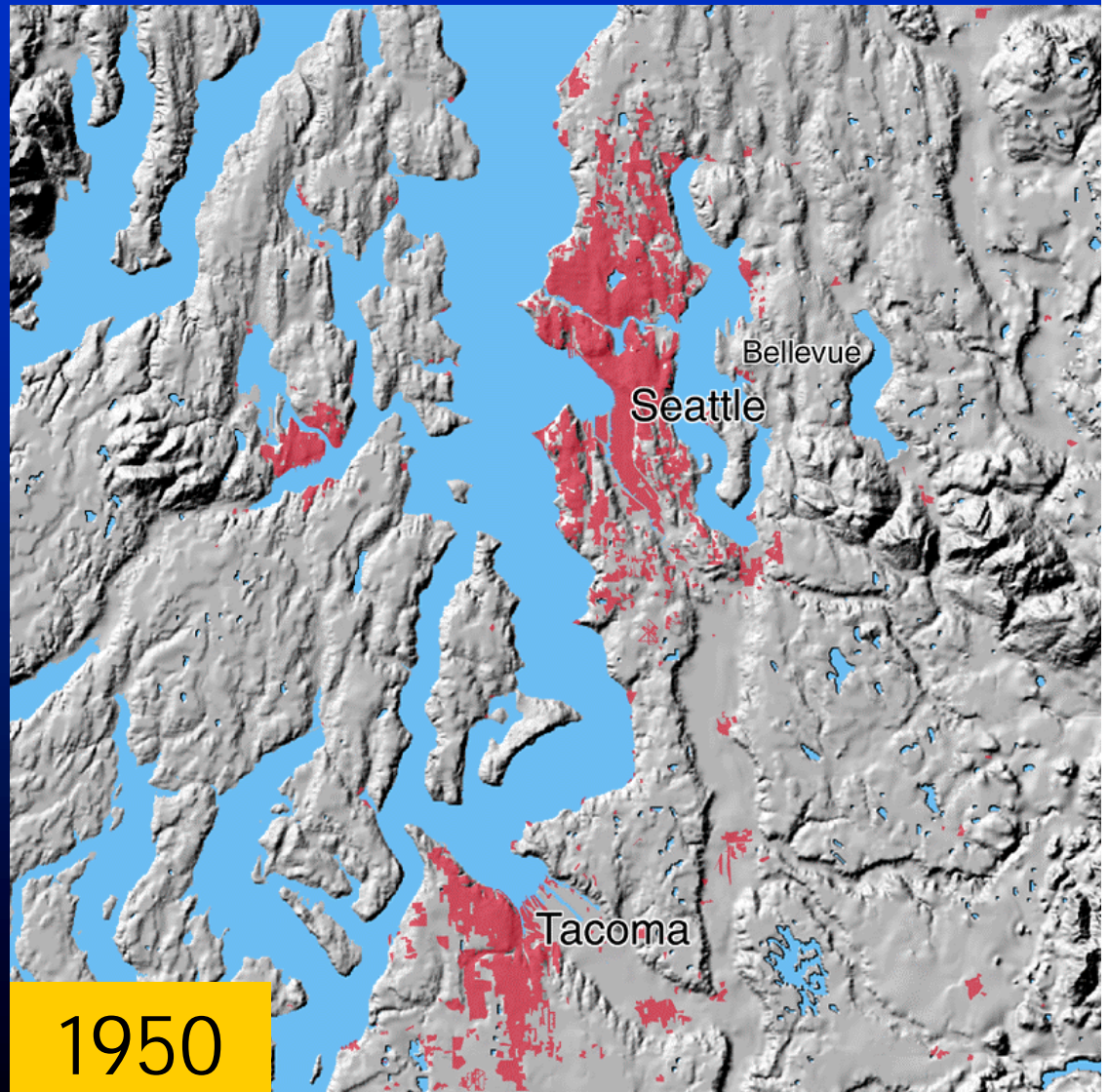
Plan foundations and relationships



The central Puget Sound's growing urban footprint

Washington State
2.4 million people

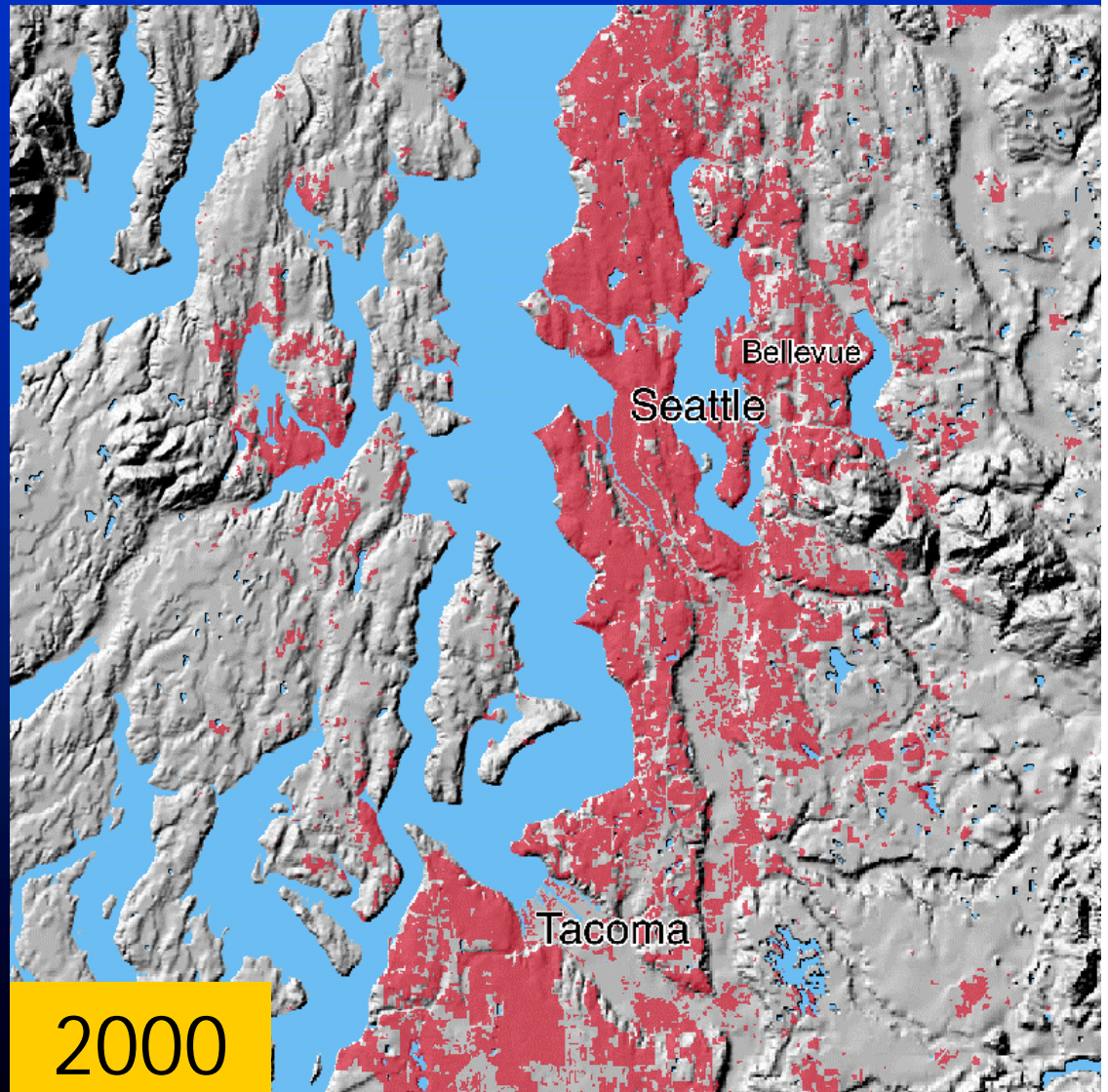
Central Puget Sound
1.2 million people



The central Puget Sound's growing urban footprint

Washington State
5.9 million people

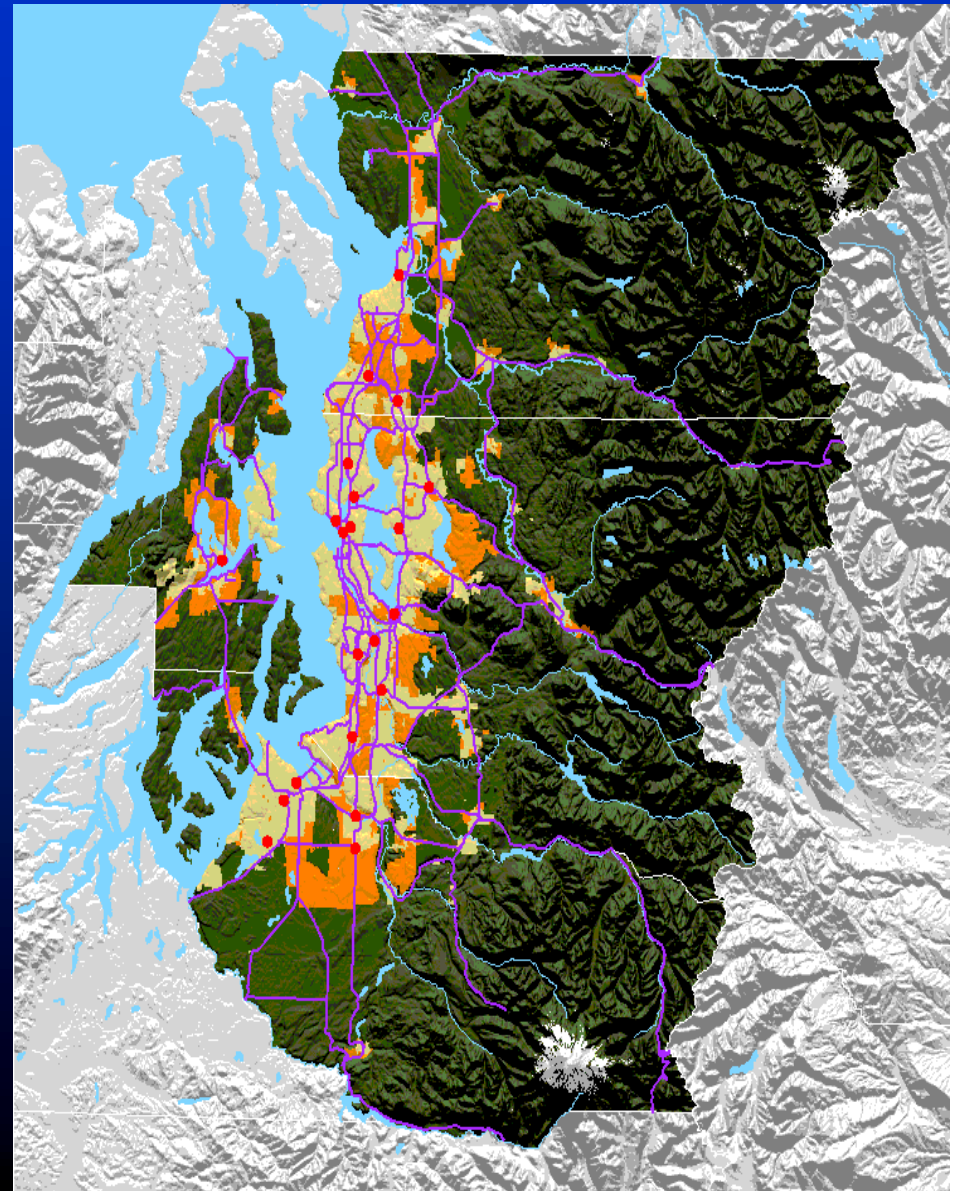
Central Puget Sound
3.3 million people



Context for Regional Numbers

Today (2000 census)

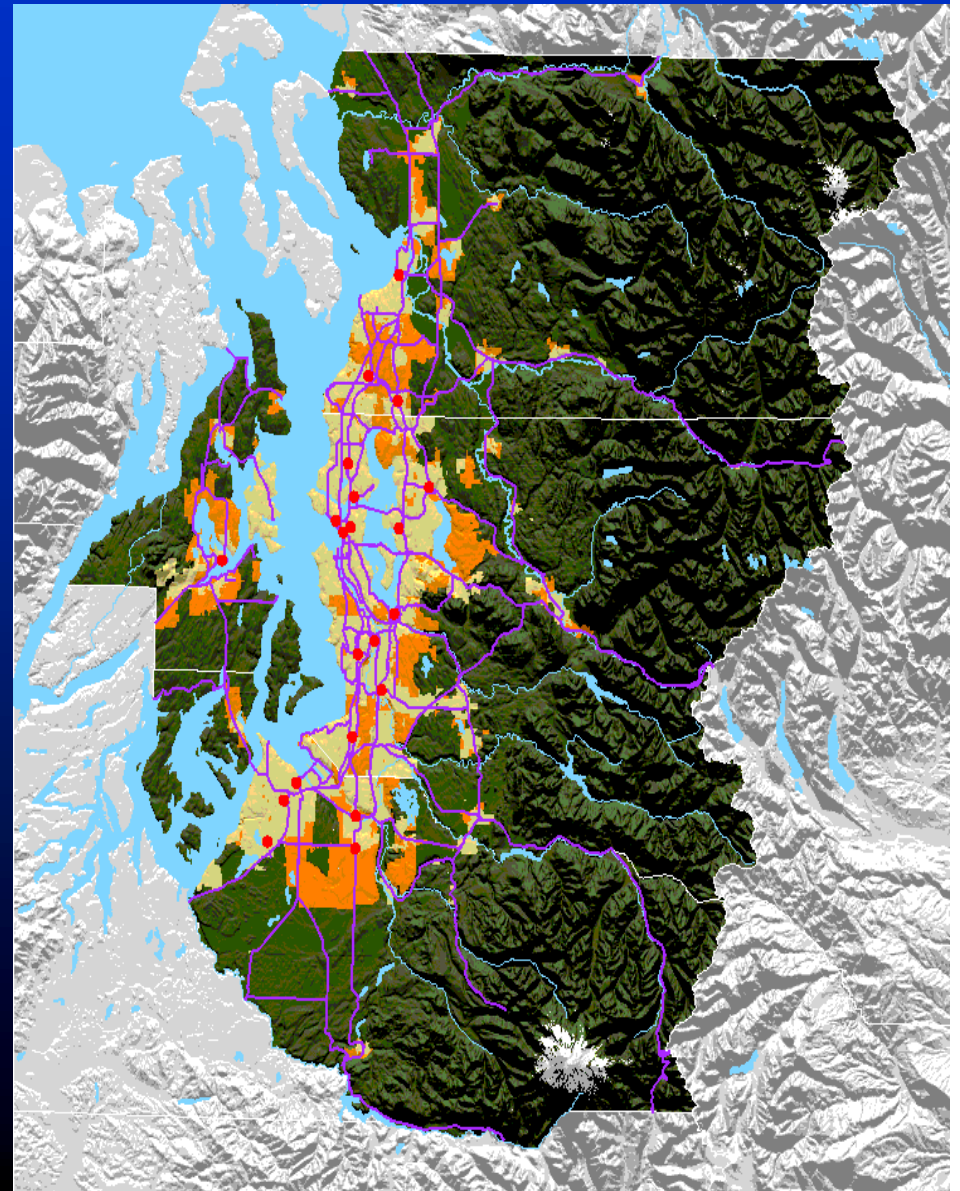
- ❑ 3.3 million people
- ❑ 1.8 million jobs
- ❑ 10 million personal trips every day
- ❑ 4 Counties
- ❑ 82 Cities and Towns
- ❑ Hundreds of Special Districts
- ❑ 6,000 square miles of land
- ❑ 16% of land within urban growth area (1,000 sq. mi.)



Context for Regional Numbers

Forecast for Year 2030

- ❑ 1.2 million **more** people
- ❑ Another 800,000 jobs
- ❑ Another 6 million daily trips
(= **60% more travel**)



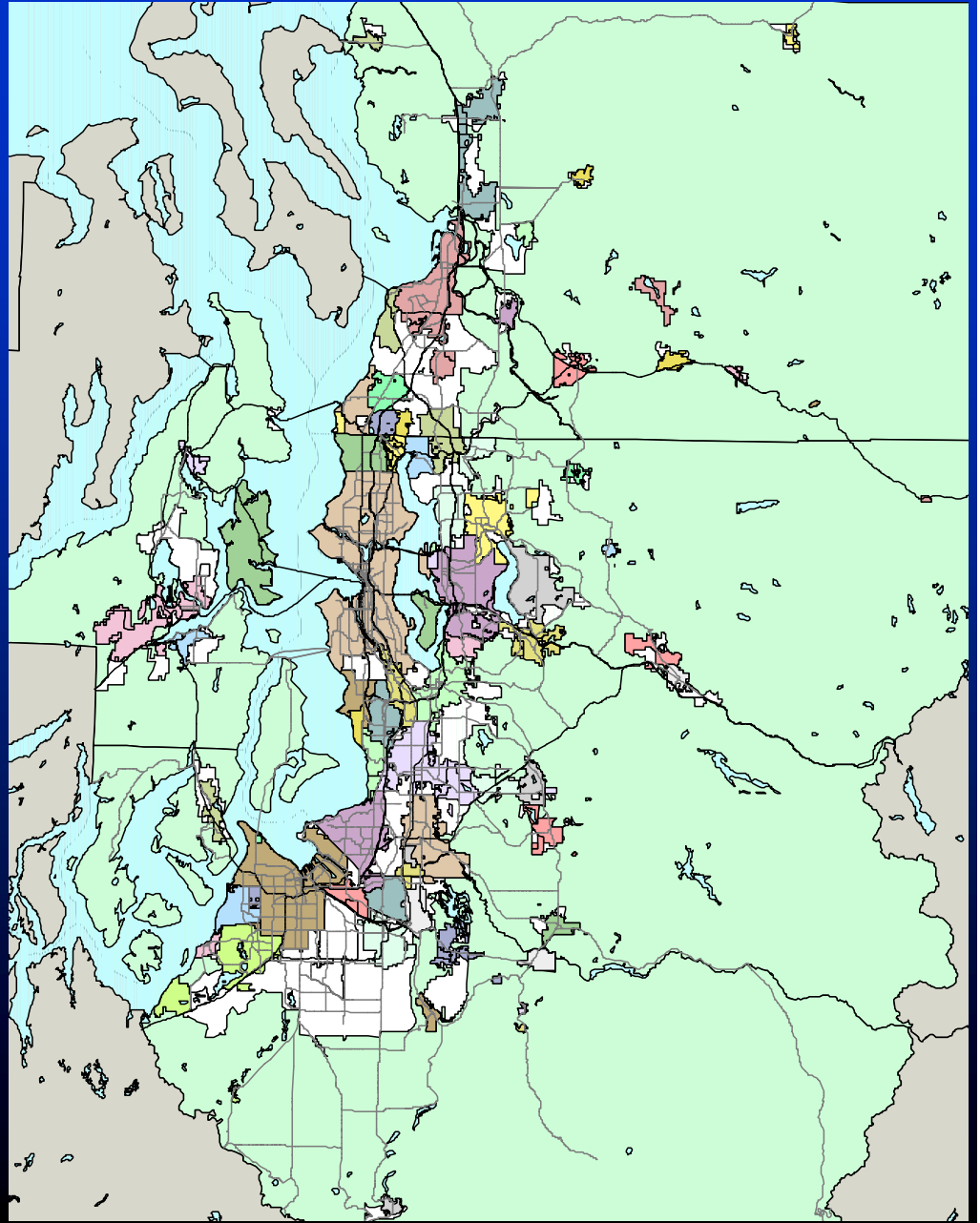
Puget Sound Regional Council

Members:

- Cities, counties, ports, state agencies, transit agencies, tribal governments

Responsibilities:

- Long range growth, economic and transportation planning
- Federal transportation funds to priority projects
- Coordinate state, local, and regional plans
- Data collection and analysis
- Forum for regional issues

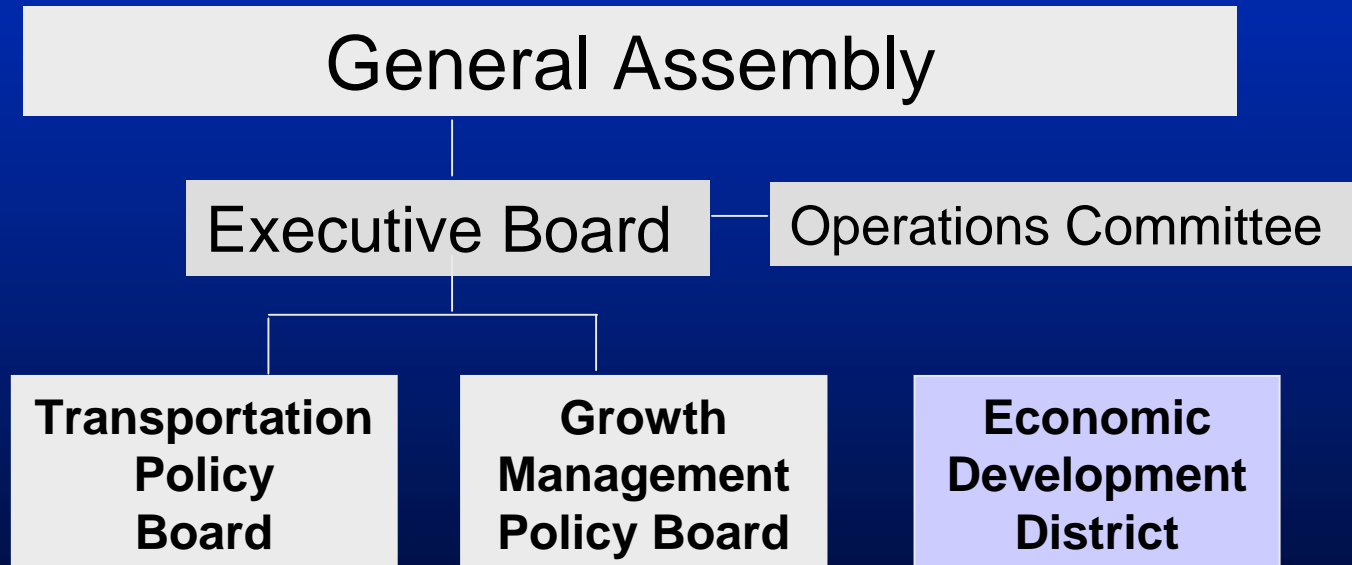


Organization and Decision Making

Relationships of PSRC Policy Bodies

*Annual mtg
for budget &
plan actions*

*Day-to-day
operations &
policy actions*



Washington State Growth Management Act (1990)

A Landmark Change

- State goals with reliance on local plans
- All areas must protect the environment
- Comprehensive planning in more populated areas
- Regional planning required
- State must also comply
- Sanctions for non-compliance



Growth Management Act & Plan Relationships



Regional growth, economic, and transportation strategy

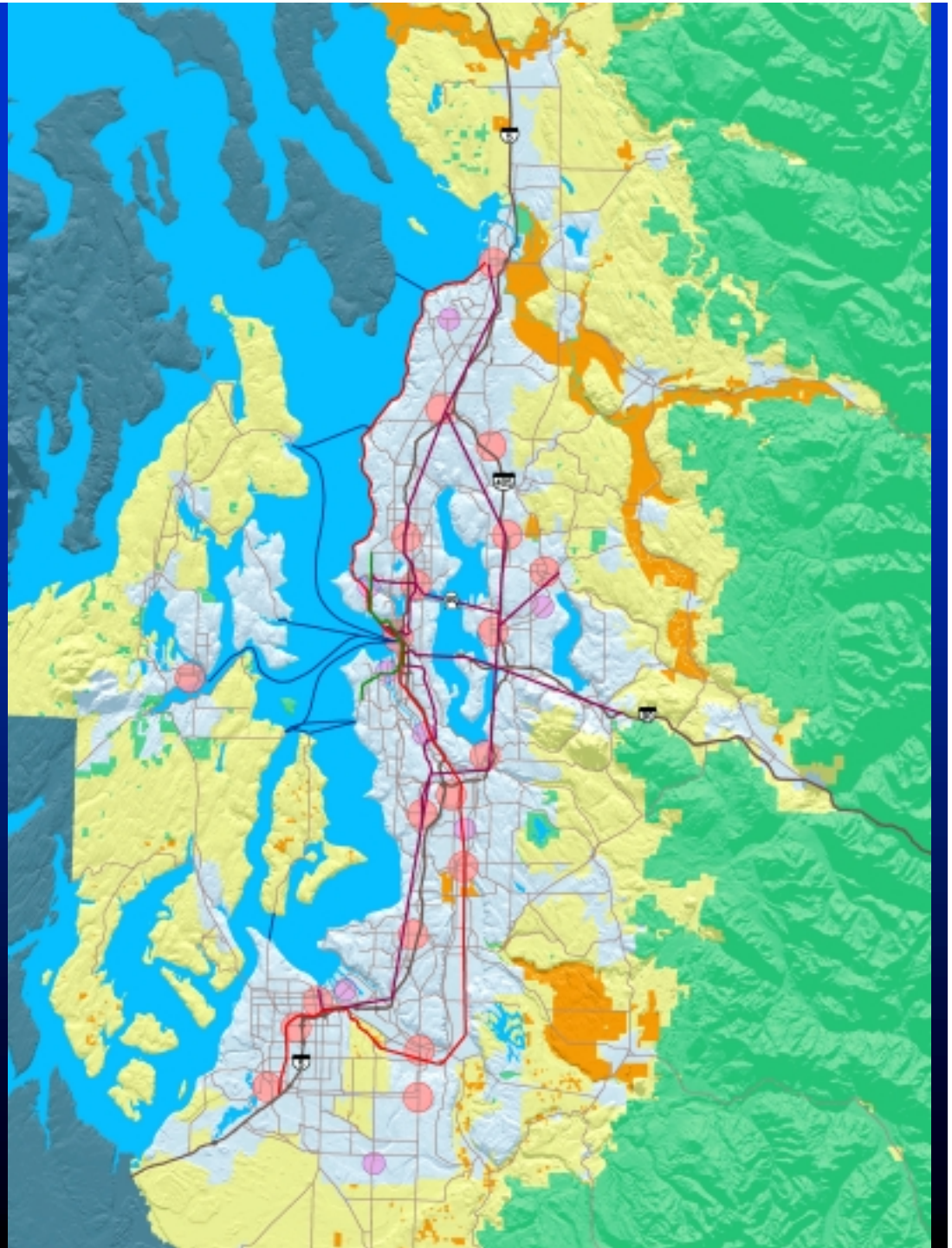
Vision 2020

- Promote livable region
- Focus growth within designated Urban Growth Areas (UGA)
- Within UGA, focus growth in centers and compact communities
- Link centers and communities with efficient and productive multimodal transportation system



VISION 2020

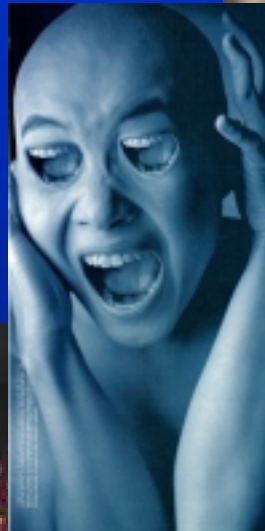
Geography of plan strategies



Transportation...

*Sense of public attitudes
and perceptions?*

DO something..!!



DESTINATION 2030



Regional



Local



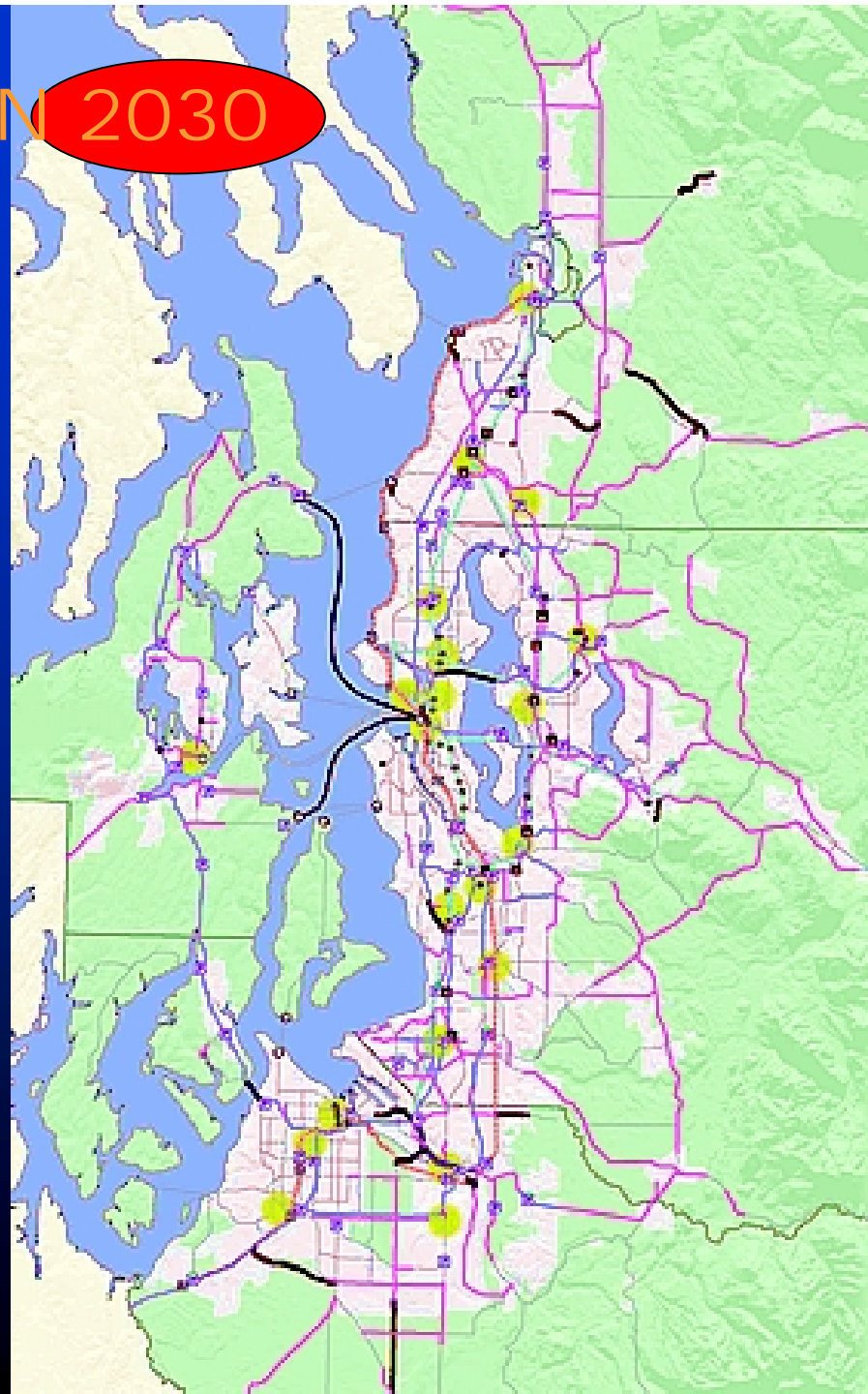
Personal

Metropolitan Transportation Plan for the Central Puget Sound Region - Adopted May 2001

DESTINATION 2030

Composite project
and program needs
for all modal
transportation plans

- State highways, HOV, ferries, rail, freight
- Regional highways, transit, aviation, freight
- Local streets, roads and transit



- Growth Strategy**
- Urban Growth Areas
 - Urban Centers
- Roadway**
- HOV
 - Improvement
 - New Facility
 - Passenger Ferry
- Transit**
- Park and Ride
 - Ferry
 - HOV Direct Access
 - Commuter Rail Line
 - Comm. Rail Station
 - High Capacity Trans
 - HC Transit Station

Plan needs –

how identified, general magnitude



How Needs Are Identified

- Surveyed ALL when Destination 2030 was updated (2000 - 2001)
- Included ALL local jurisdictions...
 - + WA State Plan & latest corridor studies
 - + 7 Transit Agencies
 - + Ports, others
- Diversity of planning specifics
- Formula applied when specifics not available
- Common methodology identified relative needs

Destination 2030 Needs: ⇒ Two Lists

1. Action Strategy 2010 (last update, April 2003)

All modal projects for first 10 years of plan:

- More specifics from cities, counties, transit agencies
- More reliable guide to “needs”
- Next update - May 2005 (state requirement)

2. Long Range Plan: Destination 2030 (May 2001)

Projects for 30 years:

- Less specific, especially for local agencies & transit
- Broad overview of relative needs
- Progress report to feds on plan status - May 2004 (federal requirement)

2010 Action Strategy (*April 2003*)

Financial Summary of Needs & Revenues

	(billions)
• Basic needs - maintain & preserve existing system:	\$13.0
• System expansion - capacity improvements:	\$18.2
Total Planned Investments:	\$31.8
Current Law Revenues:	\$22.4
Funding Shortfall:	(\$9.4)

Figures are in billions of 2000 dollars

Destination 2030

(2001 – 2030 , as in May 2001 adopted plan)

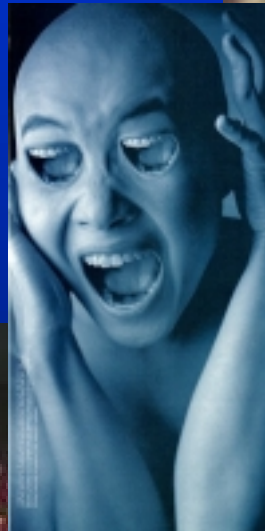
Financial Summary of Needs & Revenues

	(billions)
Total Planned Investments:	\$105.5
Current Law Revenues:	\$76.8
Funding Shortfall:	(\$28.7)

Figures are in billions of 2000 dollars

And once again a
public plea...

DO something..!!



Needs: Next Steps and Timing...

- Update of VISION 2020: scoping underway
- Progress review of Destination 2030: due May 2004
- Updates of Local Plans: due end 2004
- Next phase of Sound Transit HCT expansion: target 2005
- Update of WA Transportation Plan: target Fall 2005
- Update Reg'l Action Strategy: target May 2005

Regional funds –
coordination & cooperation



PSRC Funds



- PSRC manages three federal funding sources:
 - Federal Transit Administration (FTA)
 - Congestion Mitigation Air Quality (CMAQ)
 - Surface Transportation Program (STP)
- Major process conducted every two years
- Shared regional and countywide process for STP & CMAQ funds
- Federal requirements:
 - **Process must identify and prioritize projects for funds**
 - **All projects must be consistent with Destination 2030**
 - **Must include public review and involvement**
 - **All public agencies, jurisdictions, and tribes are eligible**

PSRC Federal Funds – Update Policy Focus Every 2 Years

- Board members establish policy focus - directs nature of project applications and approvals to receive PSRC funds
- Executive Board determines regional/countywide funding split prior to selection process
- First version adopted in 1993; latest version was 2002
- Refine process every two years – update in progress, Feb 2004
- Each funding round contains current fed. revenue estimates for upcoming project selection process



Project Competitions

- shared role for STP & CMAQ funds

Regional Competition:

- Policy criteria for evaluating projects
- RPEC technical review, recommends projects to PSRC policy boards
- Policy Boards review, Executive Board makes final determination



Project Competitions

- shared role for STP & CMAQ funds

Countywide Competitions:

- **Technical process...**
 - King Co. Project Evaluation Committee
 - Infrastructure Coordinating committee (Sno. Co.)
 - Transportation Tech. Adv. Committee (Kitsap)
 - Transportation Coordinating Committee (Pierce)
- **Policy Process...**
 - Respective countywide policy makers review and recommend projects to PSRC boards
 - In King County – policy review & recommendation by city and county members of PSRC's Transportation Policy Board
 - PSRC boards review, Executive Board makes final determination

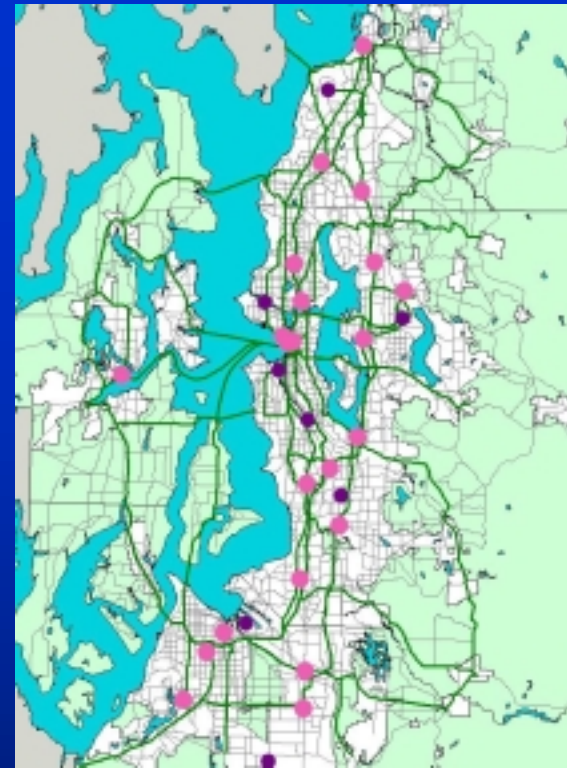


Policy Focus Proposed for 2004

Focus:

“Support for Centers and Connecting Corridors”

(Essentially same as 2002)

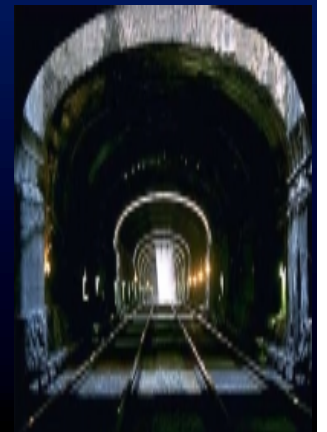


Regional competition: “Centers” defined as “designated urban centers and manufacturing/ industrial centers, as adopted through countywide planning policies, and their connecting corridors.”

Countywide competition: “Centers” broadened to include those identified in local comprehensive plans. *Also applies to FTA funds.*

PSRC 2004 Funding Action - **Regional TIP** (Transportation Improvement Program)

- Working on new federal fiscal year funding for 2006-2007
- STP/CMAQ flex funds - roughly \$90 million
- FTA transit funds - approx. \$240 million
- Decision timing:
 - Draft TIP for public review - Summer 2004
 - Final TIP for action - Fall 2004



A close-up photograph of a flowering branch, likely a cherry or similar species, with numerous small, bright pink blossoms. The flowers are arranged in dense, elongated clusters along the dark brown, woody stems. Several green, serrated leaves are visible, interspersed among the flowers. The background is softly blurred, showing more of the same plant and some hints of other colors like purple and red.

Thank you...
questions?